



SATURDAY, OCT. 12, 1907.

## MINER ENDURES AWFUL HORRORS

TERRIBLE SUFFERING OF SICK  
MAN IN ALASKA WHILE  
WAITING FOR PARTNER.

KEPT DIARY OF HIS TORTURES

Unfortunate Fellow Dies Alone After  
35 Days of Misery—Help He  
Longed For Arrives

Seattle, Wash.—The story of a man who, though sick and alone in a cabin in the Kuskokwim region of Alaska, kept a diary, in which he set down notes of his daily sufferings, while he prayed for the arrival of his partner, who never came, is told in a letter received by Miss Jane Porter from her brother, Bert Porter of Nome. Bert Porter said the story was brought to Nome by a man named James Hayne, together with the diary and the personal effects of the man, who died alone after 35 days of recorded suffering. The name of the unfortunate man was Al Melhorn of Seattle.

Hayne explained that Melhorn, with his partner, Fisher, had gone into the Kuskokwim country prospecting, and that Fisher had left Melhorn to go farther up a river. The two had an agreement that Melhorn would follow Fisher and rejoin him on March 1.

While Fisher was gone Melhorn was seized with cramps and later with paralysis, and was laid helpless in his dreary hut. For a while he was able to move about a little, to procure water and light a fire, but as the days passed and assistance failed to arrive even that power left him, and only the strength to write a little in his diary describing his tortures remained. Praying for Fisher while his numb fingers were unable to scratch a match, he made the daily entries in his book.

"Cold and thirsty," he wrote finally on April 2, and for the next three days there appear only the ditto marks that show he was still conscious of his position. On April 6 the help he had longed for came, but they found only the emaciated and frozen body, from which life probably had departed on the night before.

Fisher, though he missed the arrival of Melhorn on the appointed day, was immediately afterward taken with scurvy, and was unable to send back a party in time. As soon as he could do so he organized and dispatched the relief expedition, but it arrived a day too late. Entries in the diary found with Melhorn's body and copied by Porter down to the last entry are as follows:

- March 2—Mild, but sick.
- March 3—At cabin.
- March 4—Snowing. Very sick.
- March 5—Mild, and at home.
- March 6—At home. Very sick.



Only Had Strength to Write.

- March 7—Mild. Cramps.
- March 8—At cabin. Fair.
- March 9—Snowing, but warm.
- March 10—Snowing. Very sick.
- March 11—Home. Mild.
- March 12—Mild. Very sick.
- March 13—Snowing. Very sick.
- March 14—Storming. Very sick.
- March 15—Storming. Very sick.
- March 16—Fisher expected me up on March 1, so I have been expecting him since March 5. He must be sick.
- March 17—Hardly able to move.
- March 18—Fair, but very sick.
- March 19—Not able to light fire.
- March 20—Not able to light fire.
- March 21—Tried to get up. Impossible.
- March 22—Can't move. Out of wood. Looking for Fisher.
- March 23—No fire, no water; no body to help me.
- March 24—Can't move. Nothing to eat.
- March 25—Cold, hungry. Praying for some one to come.
- March 26—Expect Fisher. No fire, no water. Cold and thirsty.
- March 27—Can barely move. Cold.
- March 28—Cold fire. Dipped up snow which sifted down the stovepipe. Tried to melt it with candle to get drink.
- March 29—Thirsty, cold. Expect

Fishes. Praying for some one to come. March 30—Cold and thirsty. Out of fire. April 1—Cold and thirsty. April 2—Cold and thirsty. Melhorn's effects when sold at auction brought \$250.

Good Judgment.

"It ain't a good plan," said Uncle Eben, "to let yob righteous indignation get de best of yob judgment. I allus gits mad when I hears an automobile horn; but I sidesteps jes' de same."—Washington Star.

## WILD RIDE OF YOUNG MEN ON TOP OF A CAR

TWO AMATEUR HOOVES SPEND  
NIGHT OF TERROR ON  
ROOF OF EXPRESS.

Cleveland, O.—E. R. Buckley, a hotel clerk, and George Elliott, an actor, were taken from the roof of a carriage on the Lake Shore's Twentieth Century limited when it arrived in Cleveland the other day, after a hair-raising trip.

They say they slipped on to the top of a sleeper as the train was pulling out of Buffalo, not realizing the exposure and peril they invited. A few miles out of Buffalo, as the speed of the train increased and the noise rose to a roar, the men clung desperately to one of the little guard rails for life, and finally fainted.

A railroad detective found the men when the train pulled into Cleveland.



The Men Clung Desperately to the Coach.

and brought them back to consciousness. Then they were arrested. The men told Judge Fiedler such a moving tale of their experiences during their wild night ride that the judge was moved to sympathy and permitted them to go on suspended sentences.

Both men claim to be members of well-to-do Chicago families. Elliott fell sick in Boston and was unable to rejoin his company, which left Boston without him. He met Buckley in Buffalo. Neither had sufficient money to pay his way. They shipped their clothes to Chicago and managed to climb to the top of the limited unobserved.

"We screamed with fright when the train struck its gait," said Buckley. "We were protected from falling off the top only by the low hand rail, which ran all around. Time and again our grasp on the hand rail was jarred loose by the motion of the train. Hot cinders flew into our faces and down the backs of our sweaters until we could scarcely endure the torture."

"Hours after hour we were thrown and tossed from side to side. At the stops we were too dazed to attempt to climb from the top and too weak to cry for aid. After enduring the pain for what seemed to be eternity I lost consciousness and remember nothing more until the detective poured whiskey between my lips.

"I would not attempt to ride that train again for a million dollars."

## BULL KILLED BY AN AUTO.

Chauffeur, Backed by Screaming Woman, in Desperate Fight.

Lawrenceburg, Ind.—F. C. B. Seeley and a party of three ladies who are traveling in an automobile from Chicago to Jamestown, Va., to attend the exposition, met with a strange accident near this city the other day. Seeley attempted to pass a herd of cattle that was being driven to the stock market in Cincinnati, by a drover named Conaway, when a large Durham bull attacked the machine. The bull suddenly stopped in the middle of the road sniffing the air, and bellowing ferociously, he plunged into the front end of the red devil. Chauffeur Seeley was unable to steer the machine out of the way on account of the other cattle and so throwing on all of the power of the machine attacked the enraged bull. He struck the large animal squarely on the head and the animal and automobile bounded several feet apart, the attack was renewed with more violence amid the screams of the women, the shouts of the drover and the bellowing of the frightened cattle. The automobile struck the lowered head of the bull four times and each time rebounded like striking against a stone wall. The battle was ended by Chauffeur Seeley striking the animal a glancing blow and with a dull thud the animal was knocked over a ten-foot embankment. The machine ran wild down the hill and striking the body turned over on the bull, killing it. The occupants by a miracle escaped serious injury and came out of the wreck with a few cuts and bruises and a severe jolting. The automobile was damaged, the machinery being broken and the top and one front wheel smashed. The party of tourists are stopping at a local hotel until the machine can be put in running order, when they will resume their journey.

## PRETTY FANCY WEAR

CORSET COVER EASILY MADE IN  
LITTLE HOUR.

Model is Simple and Involves Little  
Labor—"Leftovers" Can Be Used  
for the Material—Few  
Seams Necessary.

The corset cover that saves sewing on insertion, then heading, and then lace, should be welcomed, and one is here shown that any girl could make up for herself and use the yard left from a thin lawn or batiste waist. The model is greatly in demand because it is so simple and involves so little labor. The girl who is stout and dreads to put anything extra around her hips, need not put on the little peplum which is really only to protect the corset below the waist line. In the summer when white skirts are worn this is not necessary.

The garment is made in two pieces, joined in a bias seam at the back, and to make one like the picture here in medium size would require 1 1/2 yards of flouncing about 16 or 18 inches wide. If you want the skirt portion, it will take one-half yard of plain material. This will give any girl a nice piece of fancy work to do on the piazza or lawn, as there are so few seams.



Easily Made Corset Cover.

that all of them could be done by hand. The arm's eye should be hemmed or faced with a little heading and then edged with narrow Val lace.

## PRETTY IDEAS IN TRIMMING.

Narrow Frills of Mousseline and Lace  
Are Much Used.

A trimming idea exploited upon some of the prettiest frocks in silk mousseline and similar sheer stuffs and expressing the tendency toward frills and furbelows was a feature of the silk coats and mousseline skirt frocks which figure among the cuts. Alternate narrow frills of valenciennes lace and mousseline cover the skirt to a line above the knees and the sleeves, which are left visible by the sleeveless cascade, are also composed of alternating frills of mousseline and of lace.

Tiny frills of soft ribbon trim many sheer frocks, the ribbon being used in profusion, and countless narrow bands of ribbon laid on flat are also a popular trimming for the summer frock. One sees, too, as in the case of the ruffled silk cascade and mousseline skirt model, wide full ruffles of sheer material edged with narrow ribbon in satin or velvet, used as the bottom trimming for skirts of the sheer fabric. In this particular instance the skirt was of mousseline and the narrow edge was of silk, matching the little bolero.

## China Tea Parties.

One of the latest attractions of the afternoon tea party is expressed in the invitation sent out by the hostess.

"Bring with you any piece of china about the origin of which you feel dubious." The guests arrive bearing in their arms some pot piece of pottery that they have long ago imagined to be of value, though without any definite reason for their belief, or some interesting trifle that may or may not be of great worth.

An expert in china is bidden to the party and the possessor of each piece is told exactly of what make the curio is and of what value. Great disappointment and, on the other hand, exceeding joy are meted out by the judgments uttered in each case.

## Treatment of Embroideries.

Among the new embroideries are those in raised silver and gold work. These are handsome and expensive, and one who knows says they should never be brushed in the ordinary way of cleaning trimmings, but that a piece of crimson velvet should be taken and rubbed very slowly and gently over them. Of course, we are all familiar with the use of black velvet as a dust cloth for hats and fine black materials, the fine nap penetrating and carrying away dust without injury where nothing else could, but what virtue there is in crimson velvet, aside from its texture, is hard to guess, but it is possible, of course, that there may be some effect in the dye used.

## New Cape Fashion.

A new type in the cape fashions is a singularly plain pattern made like the seamless robe of a priest. It is sleeveless and made of fine material. What it lacks in pattern it makes up abundantly in trimming, for often the trimming is extremely rich, costly and of a magnificent pattern.

## To Prevent Rust.

To keep iron and steel goods from rust, states the Mechanical World, dissolve half an ounce of camphor in one pound of hog's lard; take off the scum, mix as much black lead as will give the mixture an iron color. Iron and steel goods rubbed over with this mixture and left with it on 24 hours, and then dried with a linen cloth will keep clean for months.

## Answer Letters Promptly.

To disregard letters which we receive is a source of keen disappointment to those who think enough of us to write us. We should answer them out of courtesy if for no other reason. After we have made the effort for this reason several times the chances are that we will continue the correspondence for the pleasure it gives us, for there is no denying that it can become almost as much of a pleasure to write them as every one owns it to receive a bright, breezy letter.

## Desert's Shifting Sands.

The crescent-shaped sand dunes which move in thousands across the desert of Lsai, near La Jota, Peru, have been investigated by Astronomer S. I. Bailey, who found the points of a crescent to be 150 feet apart, while the convex side measured 477 feet and the greatest width was more than 100 feet. The estimated weight was 8,000 tons, yet it was carried 125 feet a year by the prevailing south winds.

## New York's Temperature.

The records for New York are fairly complete since 1822, and they show, prior to the advent of the local bureau, that our coldest year was in 1837, with an average temperature of 43.6 degrees, and the warmest in 1865, averaging 55.5. This would make a difference of about 14 weeks in the period of vegetation in the extreme years.—N. Y. Times.

## Dreaming.

I care not how worldly you may be; there are times when all distinctions seem like dust; and when at the graves of the great, you dream of a coming country where your proudest hopes shall be dimmed forever. Married or unmarried, young or old, poet or worker, you are still a dreamer, and will one time feel and know that your life is but a dream.—Like Marvel.

## The Coming of Woman.

One would immensely like to peep into the future, however, and see our giant great-granddaughters sitting on the Woolpack, commanding the forces, governing the country, and, in short, reducing man to that position for which, on the authority of a man himself, we are now told nature designed him. As our American cousins would say, it is "real mean" that we shall see nothing of this state of affairs.—Lady's Pictorial.

## Building with Cinders.

The cinders from the waste burned in English municipal destroying plants are made into building material by crushing, mixing with cement and molding into great wall slabs. These have door and window openings and even an interior iron framework for holding them in place, and some weigh as much as 11 tons. The frames are bolted together, the joints being closed with cement.

## Secret of the Happy Life.

Keep true to your best faith and dot the days with deeds which love and kindness prompt. Be just in your dealings, and keep from stain of sin in thought and word, and you shall wear the crown of an approving conscience and know the secret of the happy life.—I. Mench Chambers.

## The Pessimist's View.

"What I am afraid of," growled the man who can find calamities in unexpected places, "is that so much popular sympathy will be roused by all these here campaigns in defense of the fallen that a fellow can't get a job after a while less'n he's got a prison record."

## Tree Two Centuries Old.

Charles H. Lord, of Dunbarton, N. H., recently cut a large pine tree on his farm which, from the rings, was 200 years old. The tree was 124 feet tall, measured five feet four inches on the stump, and at the height of 60 feet measured three feet in diameter.

## Danger in Chicory.

Alderman Penny, of Wimbledon, London, was condemned the other day to pay \$125 damages for having said that a certain local grocer put chicory in his coffee. Medical witnesses stated that chicory was a dangerous irritant.

## Few Insane Indians.

The proportion of insanity among the North American Indians is the smallest among the world's races—25 per 100,000.

## The Real Test.

It is by presence of mind in untold emergencies that the native metal of a man is tested.—Lowell.

## Pay of World's Rulers.

The amount of money paid annually to the world's rulers amounts to \$30,000,000.

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## SCENIC ROUTE TO THE WEST

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6:00 A. M. Fast daily trains to Newport News, Old Point, Norfolk and Washington. All trains carry Pullman or Parlor cars.

7:00 A. M. Daily Locals to Newport News.

WESTBOUND—MAIN LINE.

10:00 A. M. Daily—Charleston, Columbus and Toledo. Pullman Sleeper to Toledo via Gandy and Ohio Central Line.

2:00 P. M. Daily, Louisville, Cincinnati, Chicago and St. Louis. Through Pullman Sleepers.

7:25 P. M. Week Days—Clifton Forge. Daily—Charlottesville.

5:15 P. M. Week Days—Local to Orange.

JAMES RIVER LINE.

10:20 A. M. Daily—Lynchburg, Lexington, Va., and Clifton Forge.

5:15 P. M. Week Days—To Lynchburg, Sleepers Natural Bridge and Clifton Forge.

TRAINS ARRIVE RICHMOND.

From the East—9:10 A. M., 9:30 A. M., 11:45 A. M., 7:00 P. M., 8:00 P. M., 10:20 P. M.

Main Line West—9:20 A. M., 7:30 A. M., 8:30 A. M., 4:15 P. M., 7:45 P. M.

James River Line—7:40 A. M., 7:30 P. M. Daily except Sunday.

R. F. & P. Richmond, Fredericksburg and Potomac Railroad.

TRAINS LEAVE RICHMOND—NORTHWARD.

6:35 A. M. Daily—Byrd Street. Through.

7:00 A. M. Daily—Main Street. Through.

7:30 A. M. Week Days—Elba, Ashland Accommodation.

8:40 A. M. Daily—Byrd St. Through. Local stops.

12:01 Noon—Week Days—Byrd St. Through.

12:30—Week Days—Elba, Ashland Accommodation.

4:00 P. M. Week Days—Byrd Street. Washington Accommodation.

5:45 P. M. Sunday only—Elba, Washington Accommodation.

6:30 P. M. Week Days—Elba, Ashland Accommodation.

6:45 P. M. Daily—Main Street. Through.

8:20 P. M. Daily—Byrd Street. Through.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:30 A. M. Week Days—Elba, Ashland Accommodation.

7:50 A. M. Daily—Byrd Street. Through.

8:25 A. M. Week Days—Byrd Street. Washington Accommodation.

10:35 A. M. Sunday only—Elba, Washington Accommodation.

10:40 A. M. Week Days—Elba, Ashland Accommodation.

12:20 P. M. Daily—Main Street. Through.

2:45 P. M. Daily—Byrd Street. Through.

3:45 P. M. Week Days. Main Street through. Exposition Special.

7:15 P. M. Daily—Byrd Street. Through. Local stops.

9:00 P. M. Daily—Byrd St. Through. Local stops.

9:15 P. M. Daily—Main Street. Through.

NOTE—Pullman Sleeping or Parlor Cars on all through trains, except local accommodations.

All trains to and from Byrd Street Station stop at Elba.

Time of arrivals and departures and connections not guaranteed.

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8:10 A. M. and 7:00 P. M. Sunday only.

FOR LYNCHBURG—7:25 P. M. Daily; 6:00 A. M., 9:00 A. M. and 2:00 P. M. Except Sunday.

WEST—6:00 A. M. and 7:00 P. M. Daily.

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For Norfolk: 6:00 A. M., 9:00 A. M., 7:00 P. M. and 6:00 P. M.

For N. and W. Ry. West: 7:50 A. M., 7:00 P. M.

For Goldsboro and Fayetteville: 7:25 P. M.

Trains arrive Richmond daily: 6:25, 7:40 A. M., 8:35, 10:45 and 11:40 A. M., 1:27, 2:05, 3:50, 8:00, 8:50 and 10:40 P. M.

"Except Sunday." "Sunday only."

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He will tell you whom you will marry. Will you be happy? Will he tell you who your friends and enemies are. Can you tell? Don't take a leap in the dark, but be advised by this wonderful man. Greatest Prophet in existence.

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